



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

Transportation Fund for Clean Air Regional Fund Policies and Evaluation Criteria for FYE 2022

Public Webinar

March 2, 2021

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Webinar Information

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This webinar is being recorded

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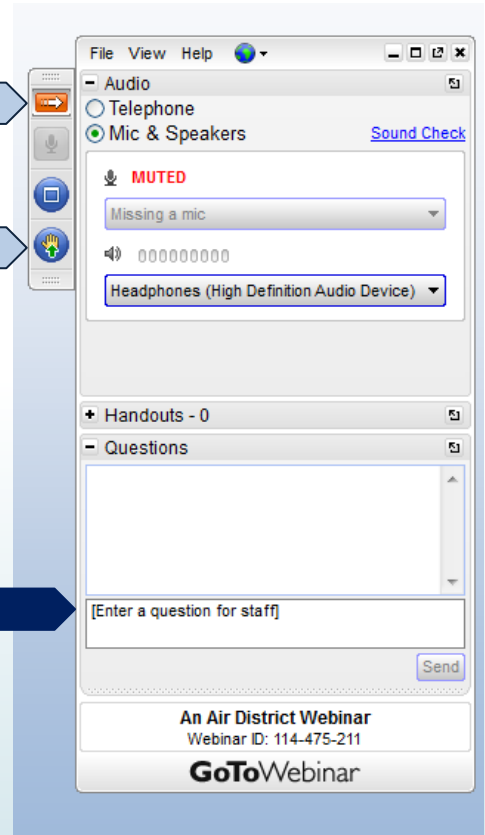
Type in questions using the questions box.

Questions will be answered through a FAQ document.

Show/Hide Control Panel

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Questions Box





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Overview

1. Background

- Bay Area Air Quality Management District (Air District)
- Transportation Fund for Clean Air (TFCA)

2. FYE 2022 TFCA Regional Fund Policies and Evaluation Criteria

- Process of Updating the Policies
- General Policies
- Project-specific Policies
- Evaluation Criteria

3. Schedule

4. Public Comment Process & Questions



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Introduction and Background

Bay Area Air Quality Management District (Air District):

- Established in 1955
- Nine Bay Area Counties
- Seven Million Residents
- 5,340 square miles

Mission:

“To protect and improve public health, air quality, and the global climate.”

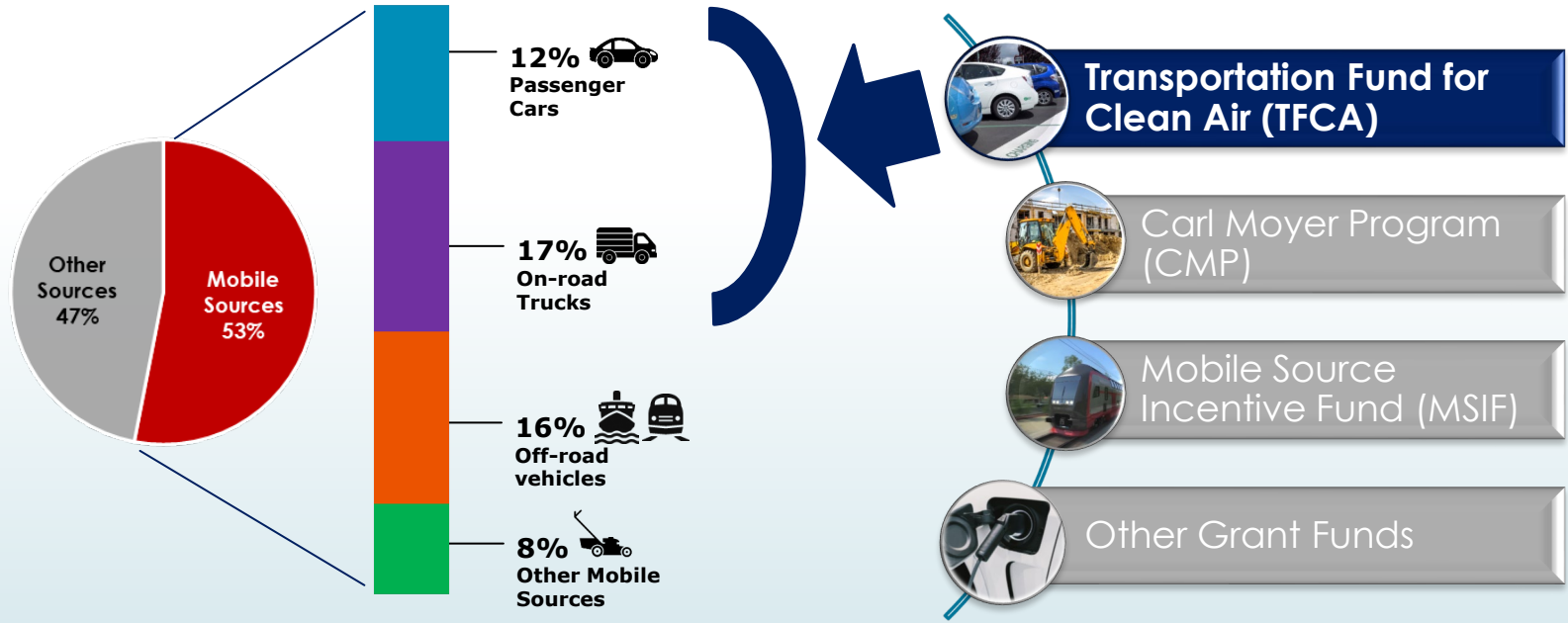




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Sources of Bay Area Criteria Pollution

2015 Total: 667 tons of pollution/day

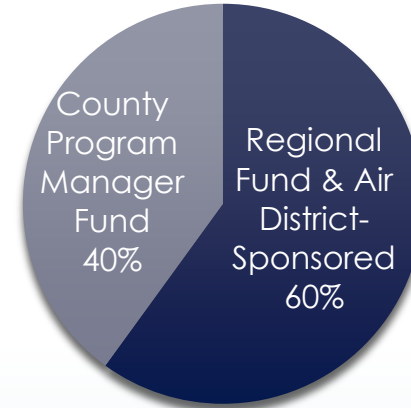




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Transportation Fund for Clean Air (TFCA)

- ▶ \$4 DMV surcharge
- ▶ 60% awarded directly by the Air District (Regional Fund & Air District Sponsored Programs)



Trip Reduction

Existing Shuttles



Pilot Trip Reduction



Bicycle Facilities



Clean Air Vehicle Projects





Process for updating TFCA Regional Fund Policies

► Updated annually:

- Initial draft revisions proposed by Air District
- Feedback and input gathered from stakeholders
- Draft policies updated and recommended to the Air District Board of Directors for adoption

► Website:

<http://www.baaqmd.gov/funding-and-incentives/funding-sources/regional-fund>

TFCA Regional Fund

Learn more about the Transportation Fund for Clean Air Regional Fund and Air District sponsored programs and explore funding opportunities for clean air vehicles and trip reduction projects.

UPDATED 2/17/2021

New:

Public comment period is open for *TFCA Regional Fund Policies for FYE 2022* until March 22, 2021. Webinars are scheduled for March 2 and March 9, 2021.

Background

Vehicle emissions contribute to unhealthy levels of ozone, also known as "smog," and particulate matter.

In the Bay Area, tailpipe emissions from the transportation sector account for approximately 40 percent of the criteria air pollutants and greenhouse gases, or GHGs, emitted. Significant emissions reductions from the on-road transportation sector are key to helping the Bay Area attain state and federal ambient air quality standards and GHG emission reduction targets.

In 1991, the California State Legislature authorized the Air District to impose a \$4 surcharge on cars and trucks registered within the Air District's jurisdiction to provide grant funding to eligible projects that reduce on-road motor vehicle emissions. The statutory authority for the Transportation Fund for Clean Air, or TFCA, and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242.

Sixty percent of TFCA funds are awarded by the Air District through the TFCA Regional Fund, and to eligible programs implemented directly by the Air District, referred as Air District-sponsored programs. Each year, the Air District's Board of Directors considers the allocation of new TFCA funds



Organization of TFCA Policies and Evaluation Criteria

| TFCA Policy # | Policy Description |
|---------------|------------------------------------|
| 1 – 21 | General Policies* |
| 22 – 27 | Clean Air Vehicle Project Policies |
| 28 – 33 | Trip Reduction Project Policies |
| | Regional Fund Evaluation Criteria |

*General Policies apply to all project types

TFCA REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FYE 2022

The following policies apply to the Bay Area Air Quality Management District's (Air District) Transportation Fund for Clean Air (TFCA) Regional Fund for fiscal year ending (FYE) 2022⁺.

BASIC ELIGIBILITY

- Eligible Projects:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible. Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and Air District Board of Directors adopted TFCA Regional Fund Policies and Evaluation Criteria.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, contracts, and other legally binding obligations at the time the Air District executes the project's funding agreement.
- TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit specified in Table 1, except for projects that are being co-funded by other Air District-administered programs (e.g., [CarL Mover Program](#)). Emissions benefits for co-funded projects may be reported under other Air District-administered programs. Cost-effectiveness (\$/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project's operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller).

Table 1: Maximum Cost-Effectiveness for TFCA Regional Fund Projects

| Policy # | Project Category | Maximum C-E (\$/weighted ton) |
|----------|---------------------------------------------------------------------------|---------------------------------------------------------|
| 22 | On-Road Truck Replacements | \$50,000 |
| 23 | On-Road Light- and Medium-Duty Zero- and Partial-Zero- Emissions Vehicles | \$500,000 |
| 24 | On-Road Heavy-Duty Zero- and Partial-Zero-Emissions Trucks and Buses | \$500,000 |
| 25 | Hydrogen Stations | \$500,000 |
| 26 | Electric Vehicle Charging Infrastructure | \$500,000 |
| 27 | Vehicle Scrapping | \$50,000 |
| 28 | Existing Shuttle/Feeder Bus Services | \$200,000; \$250,000 for services in CARE Areas or PDAs |
| 29 | Pilot Trip Reduction | \$500,000 |
| 30 | Existing Regional Ridesharing Services | \$150,000 |
| 31 | Bicycle Parking | \$250,000 |
| 32 | Bikeways | \$500,000 |
| 33 | Infrastructure Improvements for Trip-Reduction | \$500,000 |

- Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards ([2017 Clean Air Plan](#)); those plans and programs established pursuant to California Health & Safety Code (HSC) sections 40233, 40717 and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.
- Eligible Recipients and Authority to Apply:** Applicants must have the legal authority, as well as the financial and technical capability, to complete projects. In addition, the following conditions apply:
 - Eligible Recipients:**



Policy #2: Maximum Cost-effectiveness

Cost-Effectiveness is the ratio of TFCA funds awarded to the sum of surplus emissions reduced over the project operational period.

- Reactive organic gases (ROG)
- Oxides of nitrogen (NO_x)
- Particulate matter (PM₁₀), non-exhaust
- Weighted PM₁₀, exhaust

Draft Revision:

Waive cost-effectiveness requirement for co-funded projects

$$CE = \frac{TFCA \text{ Funds Awarded}}{Tons \text{ of } NOx + ROG + PM_{10 [other]} + (PM_{10 [exhaust]} \times 20) \text{ reduced}}$$



Policy #7: Maximum Grant Amount

Policy #8: Readiness

- ▶ Each public agency may be awarded up to a total award of \$5,500,000 per agency per year
- ▶ Each non-public entity may be awarded up to a total award of \$5,000,000 per entity per year.
- ▶ Projects must commence by the end of 2022 or within 24 months from date of funding agreement execution, whichever is later

Draft Revisions:

- Simplify Maximum Grant Amounts
- Provide an additional 12 months for projects to start



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Clean Air Vehicle Projects

Projects that accelerate the adoption of zero-emission technologies for *compliant fleets* or facilitate the permanent retirement of highly-polluting vehicles of *all types*

Draft Revision:

- Text revision for clarity, #23 & 24



#22 – On-Road Truck Replacements

#23 – Light- and Medium-Duty Zero- & Partial-Zero-Emissions Vehicles for Fleets



#24 – Heavy-Duty Zero- and Partial-Zero-Emissions Vehicles

#25 – Hydrogen Stations



#26 – Electric Vehicle Charging Infrastructure

#27 – Vehicle Scrapping





Trip Reduction – Service Projects

Facilitate first- and last-mile connections to reduce commute-hour single-occupancy vehicle trips

Draft Revision:

- Remove language that limits use of matching funds, #28

#28 – Existing Shuttle/Feeder Bus Services



#29 – Pilot Trip Reduction



#30 – Existing Regional Ridesharing Services





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Trip Reduction Projects - Bicycle Projects

Facilitate access to bicycle roadways and parking to reduce single-occupancy trips

No proposed changes



#31 – Bicycle Parking



#32 – Bikeways



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Trip Reduction Projects – Infrastructure Improvements

Projects expand access to alternative transportation modes through the design and construction by local agencies of physical improvements that support development projects

No proposed changes



#33 –
Infrastructure
Improvements for
Trip-Reduction



Evaluation Criteria

Evaluation of projects will be conducted by Air District staff

- ▶ Applicants & projects must meet all applicable program requirements
- ▶ Applications may be evaluated on either a first-come, first-served basis or ranked based on cost-effectiveness
- ▶ Funding prioritized for projects in Highly Impacted Communities (CARE and AB617) and Priority Development Areas (PDAs)

No proposed
changes



Schedule

| | |
|----------------------------------|------------------------------------------------------|
| February 22, 2021 | Draft Policies Issued for Public Comment |
| March 2, 2021 | Informational Webinar (1) |
| March 9, 2021 | Informational Webinar (2) |
| 4:00 PM PST on March 22, 2021 | Public Comment Period Closes |
| May 27, 2021 (tentative) | Mobile Source & Climate Impacts Committee Meeting |
| June 2, 2021 (tentative) | Board of Directors Meeting |



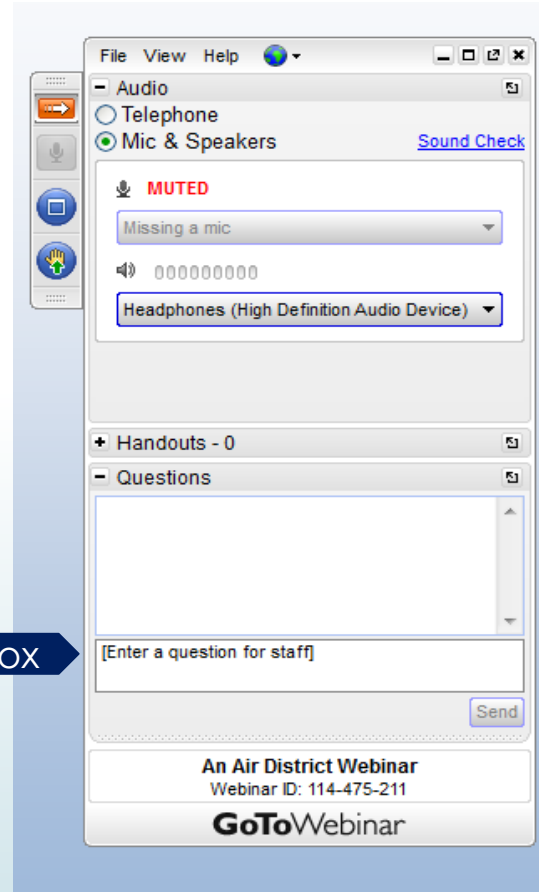
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Open for Comments

**Comments Due: March 22, 2021
(at 4:00 PM PST)**

Link to the [online comment form](#) is on the Regional Fund website

Questions Box





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Thank You

Send questions via

- ▶ the 'Questions' tool in GoToWebinar
- ▶ an email to grants@baaqmd.gov.

FAQ document will be posted online.

Questions Box

The screenshot shows the GoToWebinar interface. At the top, there is a menu with 'File', 'View', and 'Help'. Below the menu, there are several icons for audio and video settings. The 'Audio' section is expanded, showing 'Telephone' and 'Mic & Speakers' (selected). The 'Mic & Speakers' section is currently 'MUTED' and displays 'Missing a mic' in a dropdown menu. Below this, there is a volume indicator and a dropdown menu for 'Headphones (High Definition Audio Device)'. The 'Handouts' section shows '0' handouts. The 'Questions' section is expanded, showing a text input field with the placeholder text '[Enter a question for staff]' and a 'Send' button. At the bottom of the interface, there is a banner for 'An Air District Webinar' with the ID '114-475-211' and the 'GoToWebinar' logo.